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US Minister In Plane Accident—Back Page

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Britain Preparing New Proposal For Persian Govt

London, July 4.

Foreign Office sources disclosed tonight that Britain is preparing a new proposal to settle the oil crisis with Iran and enable British tankers to resume loading in Abadan.

A Foreign Office spokesman said there were "indications" that the Iranian Prime Minister, Dr Mohammed Mossadegh, might be prepared to discuss a new formula for receipts to be signed at Iran's demand by captains of tankers.

Dr Mossadegh was said to have "intimated" to the United States Ambassador in Tehran, Dr Henry Grady, that he would be willing to consider an "amended form" of receipts if the British government guaranteed payment for oil would eventually be made to the nationalised oil company.

The United States Ambassador in London, Mr Walter Gifford, informed the Foreign Secretary, Mr Herbert Morrison, of the development yesterday but officials here denied that any firm proposal had so far come from Tehran.

The Foreign Office spokesman said Britain's new proposal would suggest a formula for receipts which would try to satisfy both sides and alleviate Iran's fears that she may be "cheated" out of her money for oil supplies. However, he cautioned that so far "fundamental difficulties have not changed".

Nevertheless, there was the first glimmer of hope that tension might be eased and closing down of the Abadan refinery averted at the last moment.—United Press.

PREMIER'S WARNING

Tehran, July 4.

The Persian Prime Minister, Mohammed Mossadegh, told the people today that he might be forced to ask them for money because of the complete stop-

page of income from oil exports. He said this step was inevitable if tanker masters continued to refuse to sign receipts of the "National Oil Company". Dr Mossadegh stated that the Government needed only loans which would be interest free with an indefinite date of repayment.

Meanwhile, Persian sources said today that the public prosecutor was considering "indictment for illegal activities" after examining documents seized earlier this week from the home of Mr Richard Seldon, Anglo-Iranian's chief representative in Tehran. It was not clear who would be "indicted".

Parliamentary deputies and Government officials met today in Mr Seldon's house where the Police are still in complete possession despite the British protests to Mossadegh.

British and Persian staff who used the house as an office are still being denied entry.—Reuter.

PRODUCTION CUT

Abadan, July 4.

An Anglo-Iranian Oil Company spokesman announced today that the Company was considering cutting production to 3,000,000 gallons daily, approximately one-sixth of maximum production and one-sixth of the pre-crisis yield. He said the refinery could be "idle" for six weeks at that rate.—United Press.

King's Health Improves

London, July 4.

Buckingham Palace announced today that His Majesty the King, who has been ill for several months, would hold an investiture at Buckingham Palace on July 31. Court sources said the announcement could be taken as an "encouraging indication".

The King is making good progress in his recovery from influenza and lung inflammation.—United Press.

Flood, Fire & Tornado

New York, July 4.

The flooding Missouri River threatened to spill over 25,000 more acres of Missouri farmland today and a forest fire in New Mexico roared toward 10,000 acres of virgin pine.

A tornado hit Webb City, Missouri, wrecking houses and causing damage estimated at \$100,000.

The Missouri, which yesterday broke through a levee near St. Charles, poured over 4,000 acres of land and was held back from 25,000 acres in the same area by a railway embankment. The authorities said the embankment was "soggy" and possibly would collapse under pressure from the swirling waters. A break would flood 80 homes.

More than 250 men fought a forest fire which threatened to spread to 10,000 acres of pine-land in a park. The men were in danger of being trapped should a shift in the wind fan flames behind them. Their efforts kept the fire confined to an area of 1,800 acres yesterday.

Meanwhile, the 10-day-old fire in the Black Range Mountain area was reported "under control" after charring a 40,000-acre tract with an estimated loss of \$1,500,000.—United Press.

Ridgway Accepts July 8 For First Truce Meeting

SAFE CONDUCT ASSURANCE SOUGHT

Tokyo, July 5.

The UN Supreme Commander, General Matthew B. Ridgway, replied accepting July 8 as the date for holding an initial meeting with the Communists.

Gen. Ridgway said that three liaison officers and two interpreters would attend the initial cease-fire meeting and requested "positive assurance" of safe conduct for the party.

Gen. Ridgway sent the following message by radio to Gen. Kim Il Sung, Supreme Commander of the Korean People's Army, and Gen. Peng Teh-huai, Commander of the Chinese "volunteers."

"I have received your reply dated 4th July. The date of 8th July for the initial meeting is acceptable. A reference is made to my message dated 3rd July. In addition to three liaison officers specified in that message, two interpreters will be sent. Positive assurance of safe conduct for these personnel is requested. Your reply is requested. Signed M. B. Ridgway, General of the US Army Commander-in-Chief of the United Nations Command."

Gen. Ridgway's latest message was issued by the General Headquarters in Tokyo and broadcast over Allied transmitters at 7.30 Hongkong time this morning.—United Press.

PEKING BROADCAST

Tokyo, July 5.

Peking Radio, broadcasting an editorial by the Communist official mouthpiece, "People's Daily," warned today that even if cease-fire negotiations materialise it will not mean a "complete solution" of the Korean problem and other Far Eastern issues, wherefore Communist China must bolster its defence.

The editorial, according to the broadcast monitored in Tokyo on Thursday morning, declared that even if cease-fire negotiations succeed "it does not mean a complete solution of Korea, the restoration of Formosa to China, the Japanese peace treaty and other Far East problems."

Earlier, Peking Radio made a special announcement repeating Pyongyang radio's announcement of the Communist acceptance of General Matthew Ridgway's preliminary parley offer, but asking that the date be postponed from Thursday to July 10.

The editorial, in conclusion, said because a cease-fire will not signify the solution of the afore-said problems "China must strengthen its defence."

The editorial, intending to show what attitude the Chinese people should take, asserted that a "cease-fire will not mean a solution of these problems. They (Americans) will continue to occupy Formosa, control South Korea and Japan and offer a menace to the Chinese people's peaceful republic. Under such circumstances the Chinese people must more than ever strengthen the current campaign to donate arms, increase enlistments and production and prevent espionage. Only by so doing to bolster our defence and military power can we regain Formosa, prevent an invasion of the imperialists, restore and maintain peace in the Far East."—United Press.

MYSTERY TRAIN

Seoul, July 5.

A mystery train, fit for a King, President or peace emissary rode the rusty rails of this capital city's bombed-out railway terminal early today.

It was raining, a dismal drizzle on the blackest of black nights, and a long train which is a collection of Korea's best rolling stock stood greased and ready but minus an engine. Its destination was anybody's guess and everybody was guessing.

A few hours earlier, a hastily recruited working party of eight Koreans supervised by a few close-mouthed Americans, swarmed over the neglected cars sweeping, cleaning and polishing.

Labourers worked swiftly. They had orders to have the cars ready by midnight. Seventeen cars suddenly appeared below the stark skeletal walls of the deserted station two days ago—the day General Matthew Ridgway announced that the Chinese had

agreed to meet the UN field commanders to arrange a possible cease-fire in Korea.

The train stretched into darkness that shrouded the still intact steel rails leading northward across the Imjin River to Munsan Kaseong, which was chosen the site for cease-fire talks, lies only a few miles northwest of Munsan.

The rolling stock includes four dining cars, 10 coaches, a car for the train crew and two special lounge cars.

Some coaches were divided into small apartments, others have been cleared for small tables at which a man might work at a typewriter. Inside one lounge car stood a highly polished dark hardwood table suitable for a conference.

The walls of the compartment were covered with green silk tapestry which distinguished this car from the rest of the train.

A withered Korean woman polished and repolished the table until an impatient sergeant in charge of detail appeared to bend her to other jobs.

The sergeant paused to complain that the large table's surface has been gone over six times and there was other work to be done.

But if a cease-fire is to be signed, on that table the sergeant will be the first to say that it was worth the trouble.—United Press.

WHITEHALL ANNOYED

London, July 4.

Mr Ernest Davies, British Foreign Office Under-Secretary, told the Parliament today that diplomatic representations are being made to the South Korean government concerning statements that it intended to ignore any cease-fire agreement in Korea.

Labour Member J. B. Hynd asked whether the British Government was aware of the statements made by South Korean government representatives and what steps were being taken.

"I have seen irresponsible statements and appropriate steps are being taken through diplomatic channels," Mr Davies replied.—United Press.

Ship Runs Aground

Carlaena, Colombia, July 4.

The Republic of Colombia's Gran Colombia Steamship Company ran aground on Tuesday near the island of San Andres and was reported to be taking in water. The vessel was taking in water. A unit of the Colombian Navy left immediately to attempt a rescue.—United Press.



Princess Elizabeth And Duke Of Edinburgh To Visit Canada

Ottawa, July 4.

The Canadian Prime Minister, Mr. Louis St. Laurent, announced today that Princess Elizabeth and the Duke of Edinburgh would visit Canada in October.

India's Trade With China Via Hongkong Query In Commons

London, July 4.

A Conservative, Major Tufton Beamish, suggested in the House of Commons today that the Colonial Secretary should discuss with the Hongkong and Indian Governments means to stop certain goods from India and other countries reaching Communist China through Hongkong Harbour.

The goods he referred to were those destined for China and considered by the United Nations as unsuitable for export to China.

Mr John Dugdale, the Minister of State for the Colonies, said that the Colonial Secretary, Mr James Griffiths, was already consulting the Governor of Hongkong on this matter.

He added that discussions with the Government of India did not, of course, fall within the Colonial Secretary's sphere, but he noted that Major Beamish had another question down on this subject to the Secretary for Commonwealth Relations.

(Tomorrow, Major Beamish will ask the Commonwealth Relations Secretary what discussions he had had with the Indian Government to try to establish a common policy on trade with China and what results had been achieved).—Reuter.

JAPANESE EXPORTS

London, July 4.

The attention of the Board of Trade to the question of Japanese exports to China has been drawn by the Conservative MP Sir Winston Churchill.

He wrote asking the President of the Board of Trade, Sir Hartley Shawcross, whether the latter was aware that "Japanese exports to China show increases of up to nearly 100 per cent in the last year."

In a written answer to Sir Winston, the Board of Trade says the figures on the subject supplied by the MP refer to the five months July to November last year, and that comprehensive control on exports from

Free World Must Remain On Guard

President Truman's Message

Washington, July 4.

President Truman said on Wednesday night the Korean war "has shown the world that the United Nations Charter is not just a scrap of paper."

In an address commemorating the 175th anniversary of the United States declaration of independence, the President said the United Nations forces in Korea may have victory in their hands.

But the President said the United States and the rest of the world must "be on their guard." He warned of the "danger of military outbreaks in other parts of the world" and said: "The threat of Soviet aggression still hangs heavy over many a country—including our own."

The President likened the Korean war to the American war for independence. "We did not fight that war to drive the British out of the North American continent nor to destroy the military power of England, or to wipe out the British Empire," he said.

Mr Truman said the United States must continue to build up her military forces at a rapid rate and, he added, "We must continue to help build up the defenses of other free nations. Furthermore, we must continue the struggle to overcome the constant efforts of the Soviet rulers to dominate the world by lies and threats and subversion."

SOVIET HATRED

He said the Soviet rulers "hate us...because we are free—because we are the greatest example of the power of freedom."

"The Soviet rulers are engaged in a relentless effort, therefore, to persuade other nations that we do not in fact stand for freedom. They are trying to convince the people of Europe that we intend to exploit them. They are telling the people of Asia, who are for the most part ill-informed about our purposes, that we mean to fasten new chains upon them. They are trying to make the rest of the world believe we want to control them for our own profit—the ideas of our declaration of independence are a sham and a fraud...the way to meet this attack is to show that it is false."

The President criticised the "propaganda of doom" who predict, (Cont'd on back page, col. 1)

COMMENT OF THE DAY

A Scandalous Case

THE trial, conviction and sentencing of Mr William Oatis, American newspaperman, by a Czechoslovakian court provides another illustration of the travesty which masquerades as justice and the so-called protection of individual rights in Communist-ruled countries. This case, in fact, is the most blatant example of cynical injustice conceivable. Oatis was charged with and convicted of espionage. Yet the prosecution's evidence clearly showed that as an American news agency representative he was doing nothing more than attempting to carry out his duties as a reporter. No suggestion was made that he either tried or succeeded in dealing with state secrets. His "spying" consisted of informing the outside world about events which had happened—a job which every normal newsman regards as his duty. Unfortunately for him he was reporting historic events of a nature which embarrassed the Czechoslovakian Communists and when that sort of thing happens the "dictatorship of the proletariat" quickly shows what individual rights and freedom of expression amount to. The Oatis case is manifestly an attempt by the Com-

munist to intimidate the free press of the world, and exemplifies the lengths to which an Authoritarian government will go in its campaign of hatred and suppression of those things which the democracies hold most dear. Everything against Oatis was fabricated and distorted. Routine reporting duties were converted into espionage, a confession was forced out of the victim and the trial was a farce. But the attempted hoax on the intelligence of the world will fool no one. What it can do is to reawaken the freedom-loving countries to the perils of a system which denies all human rights and which, in its intolerance, will tell and act monstrous lies in order to maintain its strangulating grip on the will of the people. Dictators, of course, cannot permit a free press to exist, which is why Peron suppressed La Prensa. But it is not merely the freedom of the press which is destroyed by regimes such as that which dominates in Czechoslovakia today. The ordinary human rights and privileges of the individual are denied and the will of the people enslaved. This is the lesson taught the free world by the trial and conviction of William Oatis.

British Policy In Oil Dispute

HARDENING of British policy in the Persian oil crisis indicated by abandonment of the intention to arrange almost immediate evacuation of British personnel will be welcomed or largely discounted according to varying estimates of the meaning behind the change of front. If it merely implies a Micawberish determination to hang on in the hope of something turning up, Mr Herbert Morrison gains nothing in stature in his handling of the disturbing affair. If, on the other hand, in representations to the Foreign Office, Mr Eric Drake offered more convincing reasons for holding on than that the evacuation stop once taken would be irretrievable, belief in an ultimate compromise and Persian concession to the sanctity of freely entered international agreements may gain adherents. There are, of course, some signs, minor though they may be, in favour of an improvement in the situation. Pigeonholing of the anti-sabotage law, gravely jeopardising

British nationals, and second thoughts on the formula for oil receipts, do suggest growing Persian realisation that they have bitten off more than they can chew. But for advantage, British pressure today must be far stronger than any witnessed over the past three months. For the main danger of the crisis is not the possible loss to Britain of her Persian oil supply, but the exploitation by the Tudeh Party of the consequent chaos in the Persian economy, for Communist ends. It is clearly right to demonstrate by whatever show of firmness is at this late stage found to be feasible that the choice for Persia is between her own ruin and responsible negotiation with the country that has done most for her in the past. But whatever ensues, Britain will have had one more sharp demonstration of the results of culpable failure to see the plainest writing on the wall and to act in good time.



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Gains In
Finland**

Helsinki, July 4. Finland's Communists gained ground in the two-day general election, but the present anti-Communist Government coalition appeared to have enough strength to stay in power, unofficial returns showed today.

The Communists won possibly 44 of the 200 Parliamentary seats contested, compared with 38 in 1948. They were still below post-war peak of 49 seats in 1945.

The Government coalition of Agrarians, Conservatives and the Swedish-speaking People's Party lost at least seven seats, United Press.

**HUNGARIAN
DEMAND
REFUSED**

Budapest, July 4. The United States tonight refused a Hungarian demand that three American diplomats in Budapest should be recalled.

The demand for the diplomats recall was made in a Hungarian note on Monday because of their "unquestionable part" in the "conspiracy and espionage activities" of Archbishop Jozsef Grozsa and eight other defendants whose trial ended here last week.

A spokesman of the United States Legation here said tonight "The premise that the Legation staff members were allegedly implicated in the Grozsa case is not accepted by the Department of State and they will not be recalled."

Three Legation members were mentioned during last week's trial.

The note, though it did not list their names, obviously referred to the Third Secretary, Mr. Albert Shere, Jr., the Cultural and Press Attache, Miss Ruth Tryon, and her Secretary, Miss Mary Elch.

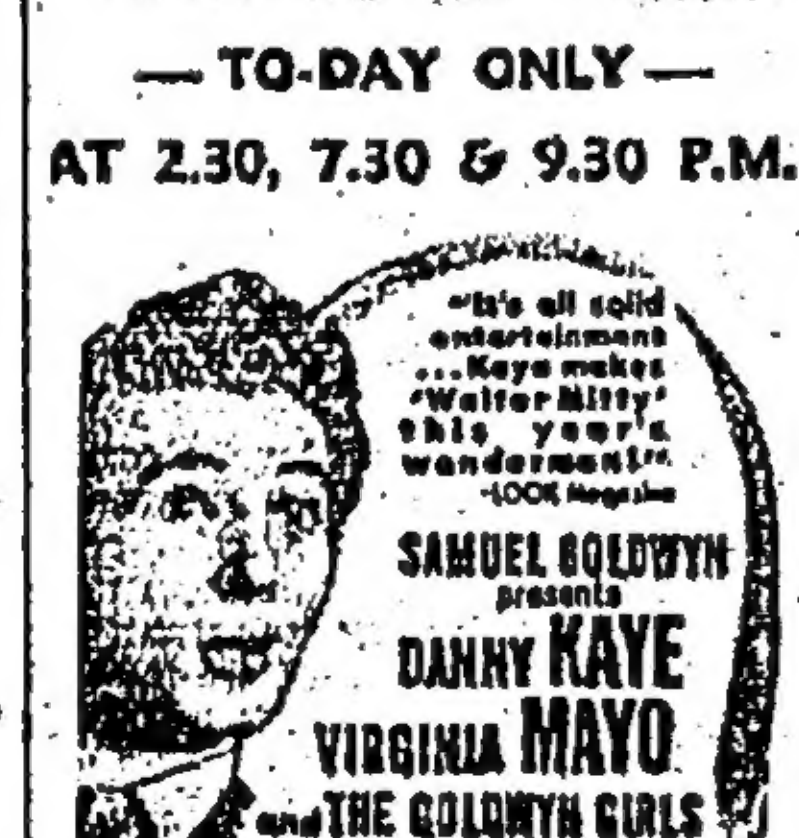
Miss Elch left last week on home leave and a Legation spokesman said on Monday that she was unlikely to return to Budapest.—Reuter.

**Canadian Aid
For Korea**

Ottawa, July 4. Canada, which has already provided \$7,250,000 for Korean rehabilitation, may pour several million dollars more into the programme if the cease-fire negotiations are successful, a Government source said today.

The United Nations mapped out a \$250,000,000 programme of relief to the war-torn country and Canada so far has been one of the largest contributors. Canada has turned the cash over to the United Nations Korea Reconstruction Agency. Until now, the Agency's main work—similar to the United Nations Relief and Rehabilitation Administration, operated mainly in Europe—has been held up by the war. Federal trade authorities said Canada would probably become a major source of supply for Korean relief needs as it had under UNRRA.—United Press.

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"JOAN OF ARC"

**WEST'S REARMAMENT EFFORT
Warnings Against
Any Relaxation**

London, July 4.

Peace in Korea would be more likely to speed up than retard formation of General Eisenhower's Atlantic Army, European officials said today. However, they cast anxious eyes toward the United States and Britain for signs that peace might result in a lag in production in the two chief producing nations.

Officials fear that rising prices and taxes might lead public opinion to force the United States and British Governments—both facing election campaigns in the near future—to cut down arms manufacture.

On the European Continent, official reaction to possible peace in Korea was: "It will not affect our plans to build a strong NATO army."

In France and Italy, two of the countries expected to provide the most manpower for General Eisenhower's force and both with the national election already past, reaction was even stronger. "Good. Now, perhaps we will be able to get more modern equipment from the United States."

A French Foreign Office official said France would not daily in building defences but peace in Korea would merely mean the Chinese Communists would be able to give further help to the Vietnamese Communists fighting the French in Indo-China.

A French Defence Ministry official said American arms aid to Indo-China lagged because of Korean commitments and "It is hoped we will now get more and more modern equipment from the United States for both our forces in Indo-China and at home."

An Italian Government official said: "The United States furnished Italy with 30 shipments of arms under the military aid programme during 1950 and early this year. Because of pressure in Korea, only two shipments have come since February. If peace comes to Korea, we feel the United States will again speed up shipments so that we can put in the field the 11 divisions we promised General Eisenhower."

GERMAN WARNING

In Norway, Denmark and the Benelux nations, officials said NATO was established to defend Western Europe against Communist aggression and there was no reason to let up because of peace in a "far-off war."

In Germany, where Chancellor Konrad Adenauer said on Sunday "Power is the only language which the Communists understand," high Government officials warned the West not to allow peace in Korea to lull it to sleep. They said: "The time to build up strong defences against the East may make Germany the Kremlin's next objective."

However, Britain remained the key to the Western defence effort in Europe and signs pointed to tough sledding for the Government.

It was understood the Chancellor of the Exchequer, Mr. Hugh Gaitskell, would tell the House of Commons on Thursday that the rearmament programme was only beginning. Mr. Gaitskell's speech, according to informed sources, would largely attempt to stifle at the outset the move among Labour Members of Parliament to suggest slowing down rearmament.

GRAVE TEMPTATION

The Defence Minister, Mr. Emanuel Shinwell, and the Lord Privy Seal, Mr. Richard Stokes, both indicated during the past few days that the need to push the arms programme might not be so urgent if fighting opened in Korea.

An official British source said: "The Government will be gravely tempted, particularly in view of the impending election, to ease off the rearmament drive. The economic situation, with rising prices and wages, demands a much more serious than the Government is prepared to admit."

Left Wing Socialists, headed by the former Labour Minister, Mr. Aneurin Bevan, have already demanded a cut in the arms programme. Just how far they plan to push their demand may be answered tomorrow when Dr. Ian Milner, one of the Left Wingers, is to

PROGRAMME LAGGING

Washington, July 4.

The United States Defence Mobilization, Mr. Charles E. Wilson, said today that the United States rearmament programme was running some 20 per cent behind schedule and must be stepped up immediately whether or not the fighting ends now in Korea.

In his second quarterly report to President Truman since he took over the top mobilization job in December, Mr. Wilson warned America and the entire free world that it will be imperilled if Congress takes the Korean peace talks as a signal to kill controls and let down on arms spending.

Korea is but an episode in the long-range struggle with Communism, he said, and a third world war could explode momentarily anywhere along the broad perimeter of the Soviet empire.

Mr. Truman immediately relayed the 25,000-word report to Congress, adding a letter of endorsement and calling on the law-makers to reconsider compelling amendments to the Defence Production Act and give Mr. Wilson the strong wage, price, rent and credit controls he wants. Mr. Truman said: "Otherwise consumers in this country may be plundered by renewed inflation, and our whole mobilization programme threatened with disaster."

Mr. Wilson hammered on the same theme in his report, and in the news conference accompanying the release of the report, he lashed out against important groups whom he accused of trying to kill controls. He made it clear that he referred to the meat and livestock interests.

MANPOWER POSITION

In the section of the report dealing with manpower, Mr. Wilson said there was no evidence of a general shortage of manpower although there had been some local shortages. He said about 1,500,000 new workers will have to be recruited from the ranks of women, retired persons, the handicapped and minority groups which are not being used to the full.

Other highlights of the report were: (1) About \$10,000,000,000 of military supplies, equipment and facilities have been delivered since the outbreak of the Korean war and American industry has a backlog of \$32,000,000,000 in military contracts.

(2) Construction and production of consumer goods such as automobiles and refrigerators, has been cut to one-third below pre-Korea levels, and further major cuts should not be necessary.

(3) Military production is concentrating now on atomic weapons, aircraft, tanks, electronics and new weapons such as guided missiles.

(4) Aircraft deliveries now are two-thirds higher than one year ago and will be tripled in the next 12 months. However they will still be behind presently planned schedules. Employment in the aircraft industry has risen from 185,000 to 300,000 since the outbreak of the Korean war, and more workers are needed.

(5) Big bottlenecks of the programme right now are caused by shortages of skilled

(Continued on Page 3, Col. 3.)



The Victorian era was the theme of this year's Hampstead Arts Ball. Mrs. Diana Wieliczko, wife of an artist, wears a flower-pot hat with an aspidochelone growing out of it. Artist Sidney Arbus came dressed as a Victorian swimmer. They carried off both first prizes for their costumes.—London Express Service.

**WINSTON'S CLASH
WITH PREMIER**

London, July 4.

A quarrel between Mr. Winston Churchill, leader of the Conservative Party, and the Prime Minister, Mr. Clement Attlee, started an uproar in the House of Commons today.

The trouble arose over a public speech by the Defence Minister, Mr. Emanuel Shinwell, in which he suggested that at the slightest sign the Government would be only too willing to curtail rearmament activities.

Asked if this was the British Government's policy, the Prime Minister said that the Government had consistently sought the co-operation of other countries in arms reduction. When these countries showed a genuine response, Britain would be very willing to reconsider the size of her defence forces.

"In the meantime we have no intention of relaxing our efforts to strengthen our defences," Mr. Attlee said. Mr. Churchill asked if it was necessary for Mr. Shinwell to make such a statement at this moment. He demanded to know if the Prime Minister associated himself with the statement. The cheers and counter-voices began when Mr. Attlee said he thought that Mr. Shinwell's remark perfectly reasonable and sensible thing to say.

WANT PEACE

It was perfectly relevant to suggest that Britain's whole end was peace and that the nation did not want to spend all its efforts in building up armaments.

Mr. Churchill asked what precautions were taken to make sure that the "slightest" sign referred to by Mr. Shinwell, if forthcoming, would not be a means of deceiving the Allies.

The Prime Minister did not think there was any danger of that. It was easy to make difficulties about a phrase. "We want strength but we also want peace," Mr. Attlee added.

Mr. Churchill said that Mr. Shinwell's statement was likely to weaken the efforts to sustain and develop the national defences.

LABOUR PROTEST

"Does the Prime Minister not think he would better employ his power and authority by seeking to teach some discipline to his principal colleagues instead of slinging out insulting insinuations that the Conservatives are not as devoted to peace as he is?" Mr. Churchill asked.

Labour Members rose to their feet and shouted in protest.

Mr. Attlee, hot with anger, denied that he had flung out any insinuations. He said that to counter the bogus Communist peace campaign it was useful to state that the country was increasing its defences for the purpose of preserving peace.

An Independent Member of Parliament, Mr. Raymond Blackburn, who originally raised the question of the Shinwell statement, said that he was dissatisfied with Mr. Attlee's reply and would raise the matter again.—Reuter.

**Shah Enters
Hospital For
Operation**

Tehran, July 4.

The Shah of Persia today gave a special audience to his Cabinet Ministers and leading Parliamentarians on the lawns of the hospital he entered here to undergo an operation.

The 31-year-old Shah looked tense and worried as he stepped out of his Rolls-Royce and walked over to the waiting Ministers.

He shook hands with them all and chatted for a while. Then the Shah hurried into the hospital where he was met by Dr. Frank Glenn, chief surgeon of a New York Hospital, who will perform the operation for appendicitis tomorrow, and give a general check-up.

As dawn broke today, the Mullahs called on the faithful from the minarets of Tehran to pray for the "life and health of the Shah of Persia."

Similar calls were being made in hundreds of other towns and villages throughout the country.

Court circles here say it is not yet known how long the Shah may have to spend in hospital.—Reuter.

**Possible
Sequel
To Peace
REACTION IN UK
AND AMERICA**

(Our Own Correspondent)

London, July 4.

The end of the fighting in Korea, if it should come in the near future, may find a marked difference in British and American internal reactions.

It is believed, however, that a common bond will be the implementation of the arms programme and that this will be a governing factor in the economics of both countries.

Supporting this view this morning, the Financial Times points out that ending of the Korea war is unlikely to make much difference in British policy.

Outbreak of war in Korea had resulted in few superficial changes in Britain. Controls were already plentiful, there was already trouble in Malaya and taxation was high.

But in America the position was entirely different. Firstly, President Truman declared a state of emergency. From this stemmed a system of price controls. Then Congress was asked to step up the rate of taxation, and finally there was a change in the Government's monetary policy accompanied by restrictions on items such as house or car purchase so as to really affect individuals.

Britain had come to tolerate the state of affairs existing here before the outbreak of hostilities in Korea. But in America there has been an appreciable body of opinion arguing that the danger of inflation has been over-emphasised. And if the fighting ceases, there is little doubt that the strength of this party would be considerably increased. This would make it difficult for President Truman to continue the power of controls and would mean an even greater Congressional fight for his taxes.

**EGYPTIAN
REPLY ON
SUEZ**

Cairo, July 4.

The Egyptian Foreign Minister, Salah El Din Pasha, said here today that he was satisfied that Egypt's Suez Canal blockade of Haifa-bound oil tankers was sound.

He was commenting on protests by 10 powers, including Britain and the United States, against the Egyptian restrictions on Haifa-bound shipping during the war with Israel.

Egypt still considers herself at war with Israel. The Foreign Minister had discussed the protest with Dr. Wahid Raddat Bay, legal advisor to the Foreign Ministry. They also discussed reports that Britain intends raising the matter in the Security Council.

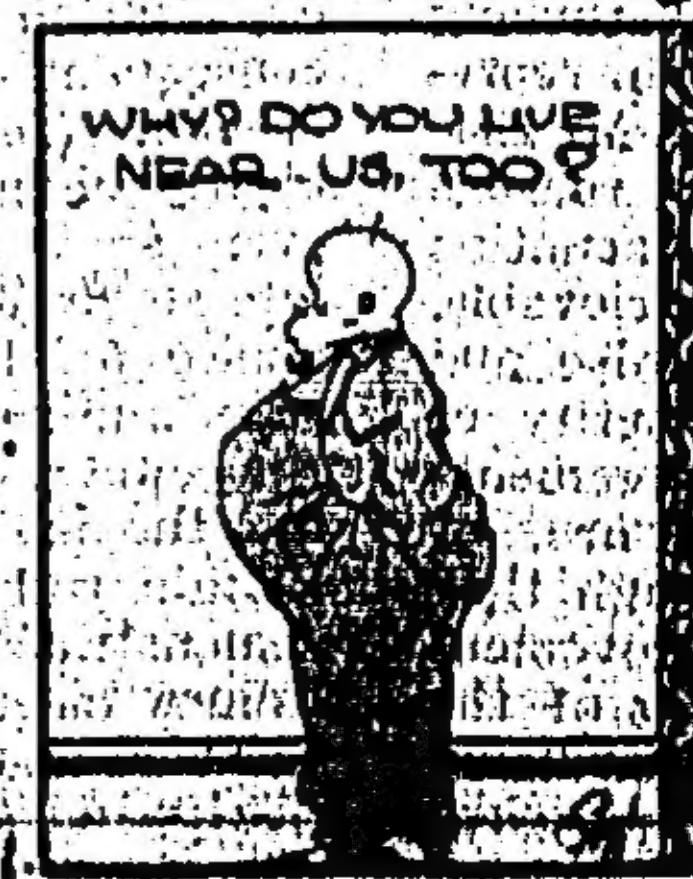
The Minister declared that Britain had no right to occupy Egypt or use any part of Egyptian territory as a military base. He was countering reports on the decision of the recent Commonwealth Defence Ministers' Conference in London to regard the Suez Canal zone as a major base for Middle East defence.

At the end of this week Salah El Din Pasha is expected to hand the British Ambassador here Egypt's reply to the British proposals for a revision of the Anglo-Egyptian treaty of 1936.—Reuter.

**Movie Cameraman
Loses Films**

Tehran, July 4.

The airport Customs seized on his arrival from Paris today a camera and films from Raymond Moja, a Fox Movie-tong cameraman.—United Press.

POP

A Tradition Broken

Rio de Janeiro, July 4. Brazilian officials today opened a newly-arrived Polish diplomatic pouch and confiscated a quantity of Communist propaganda material.

The mail pouch, traditionally an untouchable means of communication, was taken off the liner General Bem and forced open by officials. Informed sources said the action was ordered in retaliation for repeated Communist violations of official mail addressed to the Brazilian Legation in Warsaw.—United Press.

BIG CRATER SPOTTED IN ONTARIO

Believed To Be Old Meteoric Hole

Ottawa, July 4. Canadian scientists may be on the verge of finding an ancient meteoric crater in Ontario bigger than the famous Arizona crater and nearly as massive as the giant hole dug in Quebec's Ungava district by a meteor in the prehistoric age.

First word of a super-sized hole in the ground was contained in a Press release issued last night by the Mines and Technical Surveys Minister, Mr. George Prud'homme, who said that a curious circular depression suggesting a meteoric crater had been located near Cedar Lake.

A chance photograph by a photographer for the Geological Survey of Canada disclosed an old depression in the ground. The picture was taken from 35,000 feet. It showed a crater-like depression about one and three-quarter miles across.

The Arizona Crater is three-quarters of a mile and the Ungava Crater, found last year, nearly two miles in diameter. The statement said the discovery was so important that a small group of scientists would leave for the scene tomorrow.

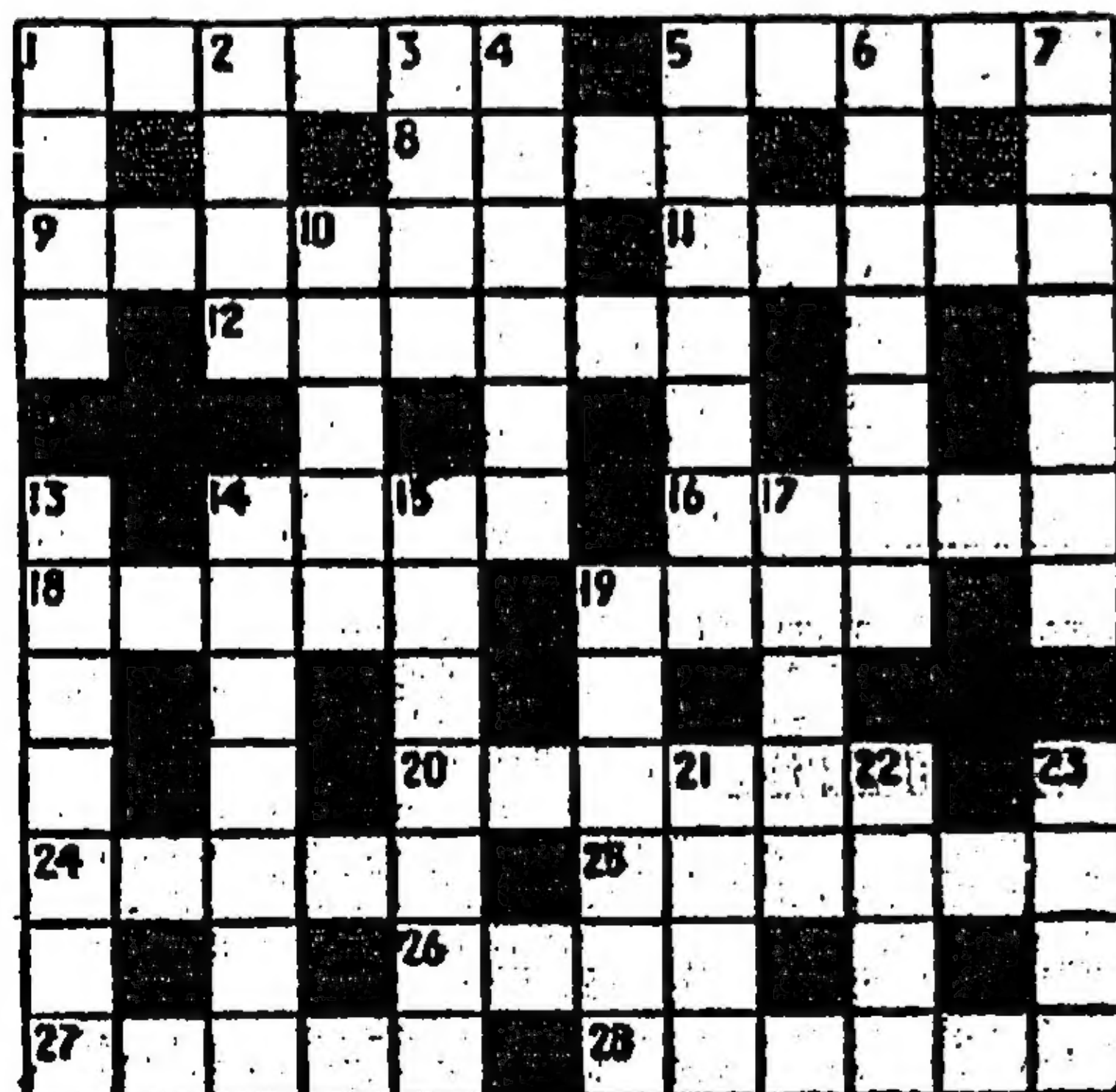
A HUNCH. "Some of the peculiar features shown by photographs cannot be interpreted without field studies," explained the Minister.

The investigating party will be headed by Dr. H. Rice, geologist attached to the Geological Survey of Canada, and Dr. Peter Millman, meteor specialist of the Dominion Observatory.

"We are going on the hunch that we will discover something pretty interesting," said a Department official.

"If it proves to be a crater, it may open the way to discovery of other craters which were created by falling meteors thousands of years ago."—United Press.

A British Crossword Puzzle



ACROSS

- 1 Weaken (9).
- 2 Entomb (6).
- 3 Expression (4).
- 4 Shut (6).
- 11 Extreme terror (6).
- 12 Modest (6).
- 14 Surrender (4).
- 15 Unpolished (6).
- 18 Harden (6).
- 19 Friend (4).
- 20 Non-existent (6).
- 24 Slack (6).
- 25 Lubricating (6).
- 26 Carry (4).
- 27 Savour (6).
- 28 Come in (6).

DOWN

- 1 Irritation (4).
- 2 Job (4).
- 3 Article (4).
- 4 Diminish (6).
- 5 Charge with crime (7).
- 6 Display of temper (7).
- 7 Told (7).
- 10 Cut apart (5).
- 13 Vest (7).
- 14 Peculiar (7).
- 15 Exhaust (7).
- 17 Rustle (6).
- 18 Kind of wolf (6).
- 21 Deceitful (4).
- 22 Pleasant (4).
- 23 Urges (4).

YESTERDAY'S CROSSWORD—Across: 1. Tink, 4. Comet, 8. Mishap, 10. Lure, 12. Parent, 14. Sincere, 17. Feel, 18. Achlove, 20. Campsie, 22. Onus, 23. Odorous, 27. Teller, 28. Fable, 30. Domain, 31. Layers, 32. Fitch. Down: 1. Tamps, 2. Mason, 3. Drump, 5. Oglo, 6. Soltee, 7. Tottle, 9. Parsol, 11. Indira, 13. Receded, 16. Iron, 19. Copas, 24. Bump, 26. Coppel, 27. Mutiny, 28. Droop, 29. Exalt, 30. Tencil, 31. Less.

Oil Companies Start Purchase Of U.S. Supplies

FILLING GAP CAUSED BY PERSIAN CRISIS

London, July 4. British oil companies have put several plans into operation to get supplies of crude oil and refined products to help fill the gap in supplies from Abadan.

Under these plans the Asiatic Petroleum Company, which is allied with Shell, is understood to have bought from America 30 tanker loads of oil products valued at about \$3,500,000.

The Anglo-Iranian Company has also bought cargoes direct from oil companies in the United States. The British Treasury is releasing dollars for these purchases.

On June 28, Mr. Charles Wilson, United States Defence Mobilisation Director, approved a voluntary agreement among 18 American oil companies to pool their resources in supplying fuel to "friendly foreign nations" who might be cut off from Persian oil.

It was reported from Tehran today that the British Ambassador there, Sir Francis Shepherd, said that no definite decision had been taken yet to evacuate British staff at Abadan refinery, now expected to close in about 12 days when storage tanks fill.

He said that a decision on evacuation was expected soon but it was not certain that Britons would withdraw automatically even if the giant refinery closed.

POLICY STIFFENS. In London, usually reliable sources said British policy had hardened against any immediate evacuation of Britons from either Abadan or the oilfields of Persia.

Both the British Government and Anglo-Iranian are understood to be working now on the assumption that Britons should remain at their posts in the hope of an ultimate compromise even if for technical reasons the refinery is temporarily closed.

Another report from Tehran said that the Persian Government had told Mr. Alice Mason, Anglo-Iranian's temporary manager in Abadan, to quit his house immediately to allow Persian officials to move in.

HAGUE DECISION. The Persians told Mr. Mason in the same letter that he was welcome to stay on in the service of the Persian Government.

Mr. Mason is living in the house formerly occupied by Mr. Eric Drake, general manager of the refinery, who is now in London.

At The Hague it was announced that the International Court of Justice will announce its decision tomorrow on Britain's application for a "freeze" order on oil nationalisation. It is less than a week since Britain presented her case for an interim ruling pending the Court's final judgment of the whole dispute.—Reuter.

Rearmament Warning

(Contd from Page 2)

technicians, scientific workers and of machine tools.

(6) Overall industrial production, including civilian output, is now as high as it was at the peak of World War II. It is 12 per cent higher than one year ago and will rise another 12% in the next two years.—United Press.

OIL SITUATION

Washington, July 4.

The loss of Persian oil would confront the United States with a very tight situation and might force a drastic readjustment in distribution, Mr. Charles Wilson, Director of Defense Mobilisation, reported today.

But he said that he did not believe it would necessitate petrol rationing.

Mr. Wilson, in his second quarterly report to Congress, said that with the possibility of a reduced supply from the Middle East, steps were being taken to expand America's own petroleum output and reserves.

Shortages of equipment and supplies to the forces were now three times those of a year ago and exceeded \$4,000 million in the past three months, he said.

The military production programme, he added, was still in the tooling up stage, though national production was already equal to the peak rate achieved during the second World War.

Though the programme was lagging in some items, he did not regard these as serious.

MUST GO ON

There were at least two years of intensive labour ahead of the American nation before it could reach its present goals of military strength and productive power.

The build-up of some of her allies might take even longer.

"The programme must go forward with the same force whatever happens in Korea," he said.

The Defence Production Act expires on July 31. A new Bill to take its place has been passed by the Senate and will shortly be debated in the House of Representatives.

"The Senate Bill would ease a number of the existing anti-inflation controls. It's a matter of great urgency that the Congress complete action on this new Bill well before July 31," Mr. Truman said today.

"And it is absolutely vital that the new Bill be a strong one," Reuter.

JET PILOTS RELEASED

Weldhavs, July 4. The Norwegian and American pilots of two jet planes which were landed in Czechoslovakia 16 days ago were released today by the Czech authorities and conducted across the frontier.

Lieutenant Boern Johansen, the Norwegian, arrived in Copenhagen this afternoon in a Czech plane from Prague. He is due to leave for Norway later this evening.

The American, Lieutenant Luther G. Roland, was brought to the Czech-German frontier this morning and handed over to American Air Force officers still wearing his flying suit and parachute.

Both pilots made forced landings at Kbely Airport, near Prague, on June 8. The Norwegian was on a training course with the United States Air Force in Germany at the time.—Reuter.

Start Ballet-Style Foot Poses



Drastic Fall In Sterling Area's Dollar Surplus

London, July 4. The Sterling Area's gold and dollar surplus fell from \$360,000,000 in the first quarter of this year to \$54,000,000 in the second. Mr. Hugh Gaitskell, Chancellor of the Exchequer, announced today.

In the same period the gold and dollar reserves rose by \$109,000,000 to \$3,867,000,000 on June 30, he told the House of Commons.

Jet-Propelled Helicopters For Britain

London, July 4. British aircraft firms plan to build jet-propelled helicopters large enough to carry 100 fully-equipped soldiers, it was announced today.

The Society of British Aircraft Constructors said that several of the main construction companies had experts working on this. The biggest helicopters at present in use by British European Airways carry only three passengers.

Jet-powered helicopters have reached only the design stage, the Society said. The first prototype is not expected for at least two years and it will be five years before they are in service.

Speeds would be increased from about 100 miles per hour to 150 miles per hour but most of the increased power from gas turbine engines would be used to carry bigger loads—15 tons instead of less than one ton at present.

Apart from their military value, British European Airways is considering using them on the first ever cross-Channel helicopter passenger route, an official of the Society said.—Reuter.

Concession To Newsman

Teheran, July 4. An official of the Persian Foreign Affairs Ministry today told Mr. Rawle Knox, correspondent of the London Observer, that he could now apply for a residence permit in place of his travel visa which expires on Saturday.

The same official told Mr. Knox yesterday that the transit visa could not be extended and he would have to leave Persia.—Reuter.

San Salvador, July 4. Honduras today contributed \$5,000 to the assistance and rehabilitation fund for Korean and Japanese refugees.—United Press.

An unusually informal pose by three film stars—Bette Davis (right), her husband Gary Merrill and Glynis Johns. The trio were relaxing during an interval of film-making when the photographer caught them unawares.—London Express Service.

Broadcasts To China From S'pore

London, July 4. Mr. Walter Fletcher (Conservative) asked in the House of Commons today what evidence the Foreign Secretary had of jamming or other interference with broadcasts to China from the Malay Broadcasting Station.

Mr. Ernest Davies, Under-Secretary for Foreign Affairs, replied that there was no evidence of any international jamming of these broadcasts.

But there was from time to time a certain amount of unavoidable interference due to congestion in the high frequency bands on which the broadcasts are transmitted.

Mr. Frederick Burden (Conservative) said that even though the Incorporated Society of Planters represented about 80 per cent of the rubber planters in Malaya it had not been consulted about the location of the planters' representative on the Federal War Council.

He suggested that it should be consulted in any future appointment.

Mr. John Dugdale, Minister of State for the Colonies, replied that the High Commissioner was fully alive to the desirability of informal consultation with planters about the appointment of the planter member of the War Council.

He considered that as there were a number of associations it would be inappropriate for that member to be dominated by or regarded as representing any other particular body or association.—Reuter.

NOT WISE. In reply to questions, Mr. Gaitskell said that in his view it would not be wise in present circumstances to cut down essential dollar imports of materials for stockpiling and other purposes because the surpluses for this quarter had been so much smaller.

Mr. Gaitskell said he could not agree that the decline in Sterling Area receipts of dollars because of a fall in prices of some Sterling Area materials indicated an uncontrolled scramble for raw materials.

Mr. William Shepherd (Conservative) suggested talks between Britain and the rest of the Sterling Area.

Mr. Gaitskell said that meetings had been held from time to time during the last few years and it was quite likely that in the next few months they might meet again.—Reuter.

BROADWAY
BY SPECIAL REQUEST
FINAL 4 SHOWS TO-DAY
AT 2.30, 5.30, 7.30 & 9.30 P.M.

WYOMING MAIL
TECHNICOLOR
Starring GIGLI & VALLI
Starring HOWARD DA SILVA

SHOWING TO-DAY **QUEENS** AT 2.30, 5.15, 7.20 & 9.30 P.M.

JANE POWELL
RICARDO MONTALBAN
HER FIRST BIG LOVE AFFAIR!
Two Weeks With Love
10 SONGS

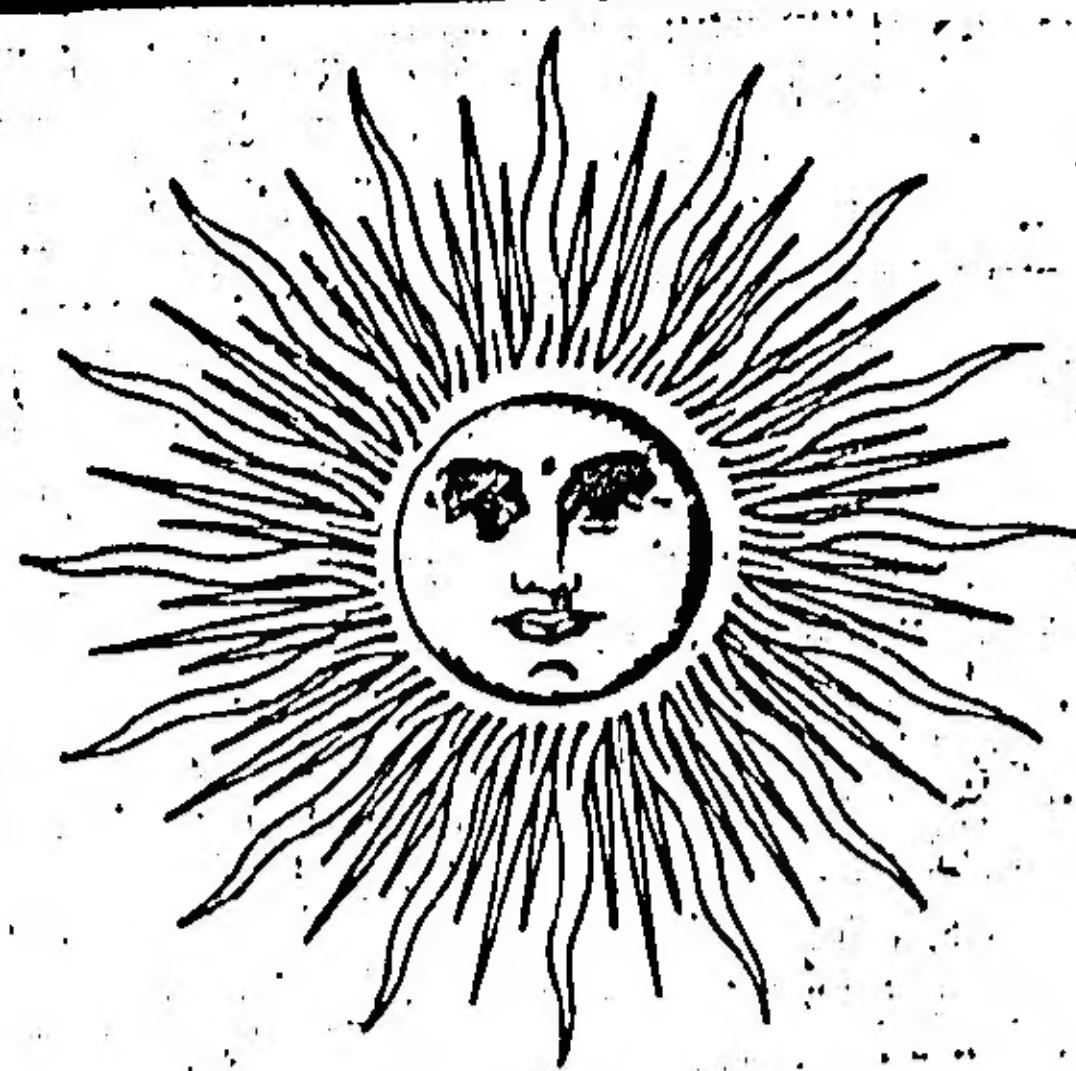
NEXT CHANGE! Warner Bros. presents **"THE ENFORCER"** Starring Humphrey Bogart

ROXY AIR-CONDITIONED
One Touch of the Goddess of Love
Enough to Make Anybody's Resistance Go Up in Flames!
Your Heart Will Fall in Love with...
"ONE TOUCH OF VENUS"

STARRING Robert Ava Dick Walker Gardner Haymes
A Universal-International Musical
ROXY AIR-CONDITIONED
BROADWAY
COMMENCING TO-MORROW
THE 13th LETTER
STARRING LINDA DARNELL • CHARLES BOYER
BOOKINGS NOW OPEN!

SHOWING TO-DAY **MAJESTIC** AIR-CONDITIONED
Homicide Bureau Vs. The Mob!
HOMICIDE
STARRING ROBERT DOUGLAS • HELEN WESTCOTT • ROBERT ALDA
DIRECTED BY FELIX JACOVES
TO-MORROW: "JUNGLE HEADHUNTERS"

TO-DAY ONLY **STAR** PHANTOM
17, Hankow Rd., Kowloon
A TREMENDOUS SPECTACLE ON THE SCREEN!
LEONCIVALLO'S powerful opera of LOVE, PASSION AND REVENGE!
Starring **GIGLI & VALLI**
Greatest Voice of Our Time!
Starring **Paolucci**
WITH THE FAMOUS LASCALA SYMPHONY ORCHESTRA AND CHORUS
TO-MORROW
"The Fantastic Adventures of BARON MUNCHAUSEN"

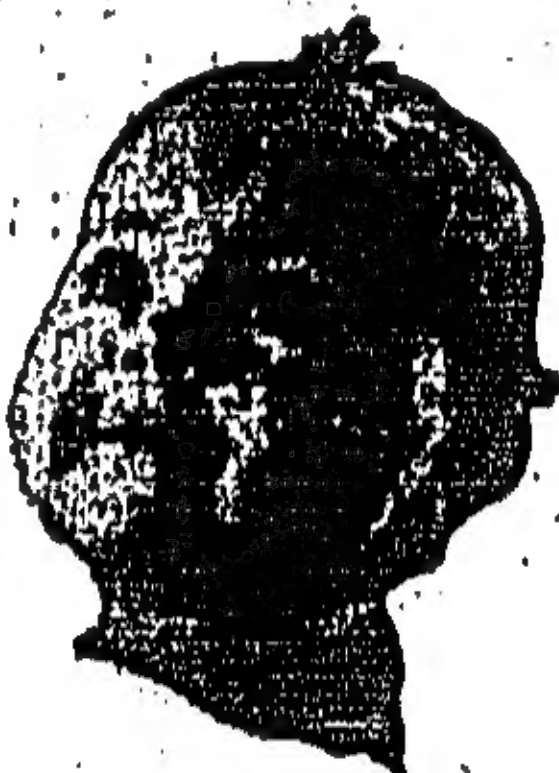


HENNESSY

... and Dry Ginger

the summer drink.

TwoBabes **BABY FOOD**



TWO BABES Baby Food consists of the highest quality natural foodstuffs, namely, milk, power, oat flour, barley flour and sugar. These ingredients in their specially cooked form retain all the vitamins prescribed for infants by modern science.

DO NOT TAKE CHANCES with your baby's future, give him this scientifically prepared and packed balanced milk food; he is sure to love it. GET A TIN today and start your baby on the road to health and happiness.

Obtainable at All Leading Stores
Sole Agents: **ARZED LTD.**

BOVRIL
the very
goodness
of beef



You can taste the richness of prime lean beef in Bovril. You can feel the benefit that comes from taking Bovril... it cheers you when you're feeling low and stimulates the appetite and the digestion to keep you fit and well. In all savoury dishes, in sandwiches and as a nourishing drink, Bovril gives you the concentrated goodness of beef.

BOVRIL

PUTS BEEF INTO YOU

Sole Agents:
JOHN D. HUTCHISON & CO., LTD.



FITNESS for FLATTERY

You'll be snug in winter and a soft cool breeze in summer in this smart Aertex blouse. Fashioned for fitness, the wonder-weave of Aertex is intricately designed for measured ventilation. Aertex does not shrink and is renowned for its hardwearing and good washing qualities. You will find Aertex in all principal stores.

AERTEX

More than just a blouse



"WHY NOT? I ONLY RISK ANOTHER BROKEN LEG"

World Copyright. By arrangement with Daily Herald

You see, this city **R. M. MacCOLL in Hollywood**—
can snatch back so much that fame brings...

THE LONELY GABLE

HOLLYWOOD. SO there's this chap called William Clark Gable, jugg-eared and soupy-voiced, born in Cadiz, Ohio, about 53 years ago.

I have never seen Cadiz, Ohio, but I have seen 500 small towns like it, the length and breadth of America.

I can hear the sound of its Main Street, and I know I have said good-morning to the cop on the beat and had a chicken salad sandwich in the corner drugstore.

Gable did not want to settle in Cadiz, Ohio. He wanted something "different," and he got it.

He tried working in an oil-field, like his father. He tried being a lumberjack. He got 15 dollars a week in a rubber factory. But all the time there was that consuming urge to be an actor.

BAD START

THERE was no bright, quick road to success for Gable.

Trying to be an actor entailed dreary days of frustration and nights of doubt and near despair.

He arrived in Hollywood—at about the same time as the great Depression of 1930, which was not timing—by way of an unofficial journey on a goods train to the Pacific Coast.

I was talking just now to an Australian woman who used to have the pre-success Gable as one of her "roomers" here in Hollywood.

"He was nearly always hungry," she said. "Haden't got the price of a chocolate milkshake on him. But he had such appealing eyes that I used to let him eat part of my own breakfast in the mornings."

(That same appealing look was soon going to get results from millions of other women across the world. And it was going to pay off in rather more than half a breakfast.)

ON THE WAY

ALL the dreariness of ended meals and shoes that needed mending ended at last, and the incandescent light of fame started to warm up for the man with the grey eyes and the urge to act.

Probably a lot of you remember "A Free Soul," in which Johnny Come-Lately-Gable stole the act from Norma Shearer and Lionel Barrymore.

That flat voice proved irresistible. (It stemmed straight from Ohio and Gable, wisely, has never tried to monkey with it.)

And then came the burgeoning batch of successes culminating in "Gone With The Wind."

And how did success sit with Gable? Well, success in Hollywood is apt to be as con-



CLARK GABLE AND SYLVIA HAWKES

The ranch house for him, a cruise for her

genial as a case of bubonic plague on a maiden voyage.

I was talking only the other day to one of the most brilliant young producers on the M.G.M. lot. He is 34, and he is right up at the top of the heap.

He said to me: "For years I lived for success. I was determined to get to where I wanted to be. Suddenly I was there—I had it. And life was not worth living. I had nothing to fight for any more."

"What did you do?" I asked.

"Oh, I had to go to a psychoanalyst, of course. It took 18 months and cost me an awful lot of money at 25 dollars a consultation, but he finally straightened me out."

THEN CAROLE

SO Gable—and now it was Golden Gable—bought his big ranch in San Fernando Valley, and he started to enjoy life.

Or did he? There were already two divorces hanging sadly on the record. Back in 1924 he had married a girl called Josephine Dillon. That ended in 1930. In 1931 he married Ria Langham. The lawyers argued that one into obscurity in 1938.

But in March 1939 Gable got married to pretty, beguiling, and amusing Carole Lombard, a tip-top actress, and a resounding success in her own right.

They were happy for three years. Then, in 1942, Carole was killed in a plane crash. A few months later Gable, now increasingly taciturn and needing a daily hair crop to conceal the greying hair above his ears, enlisted in the American Air Force.

He had a good war record, winning the Air Medal for "exceptionally meritorious achievement" during five missions over enemy territory.

'MALAISE'

AFTER his demob the Boy From Cadiz faced a world that grew increasingly difficult. His first post-war film, with

Yes, there was Gable, awfully lonely and with very few friends. It is all right to have only a handful of friends if you have the spiritual and mental resources to take care of the times when you know you are going to be all alone.

But if you haven't, then the going gets really rocky.

And then the lonely man met the English woman Sylvia Hawkes. There were some points of resemblance. She was essentially lonely too. She, like Gable, had been married three times—two divorces (Lord Ashley and Lord Stanley of Alderley), and a good marriage which ended when Douglas Fairbanks sen. died.

APART... ALONE

FOR a few months the marriage went well. And then suddenly it had stopped going at all, and Sylvia Hawkes was off to Mexico—alone.

She came back and went off in the yacht of the millionaire Vanderbille, for a Pacific cruise. She has had a partial breakdown on the trip.

The ship's doctor has forbidden her to reply to telegrams.

So, while Sylvia sits sadly in the yacht, Gable is back again all alone at his great big ranch house.

The ranch house with everything—the swimming pool, the super TV set, the five bathrooms, the giant refrigerator, the sports room, the well-stocked bar, the washing machines—all those gimmicks and trimmings and fallals that go to make up the rich, full life.

Well, nearly all. There is just one thing missing.

Happiness.

(London Express Service)

The surgeon tries out a stiff drink

A SURPRISING method of anaesthetising hospital patients by making them mildly drunk with injections of alcohol has been perfected by American doctors.

Alcohol equivalent to more than 1,000 bottles of whisky has been injected into patients at a Chicago hospital in the last nine years.

A double-brandy-strength shot brings on deep sleep lasting up to five hours. It gives freedom from pain without causing sickness or hangover. Dr. Mary Karp, claims in a medical report.

"Injecting a wineglassful of five percent alcohol—about beer strength—quickly allays anxiety. It induces an 'I-can-take-it' attitude towards the surgeon's knife during operations when the patient must remain conscious," says Dr. Karp.

"It is safer than morphine for dealing with operation pain because it does not cut down the breathing rate. Up to five pints of this beer-strength pain-killer can safely

be injected in 24 hours, but usually half this intake is enough.

Shots of alcohol at claret strength—about 10 percent—help the heart sufferer by expanding the blood vessels supplying the heart muscles, Dr. Karp says.

But she ends her report with a warning: "Patients receiving injections of alcohol should never be left alone. They may become excitable and require restraint."

SPLIT-MIND CLUE

A clue to the cause of the commonest and most mysterious mental disorder—schizophrenia or "split-mindedness"—has been discovered by doctors at London's Maudsley Hospital.

DON IDDON'S Shipboard DIARY

Aboard the Queen Mary. I THINK the Cunard Company must have signalled their officers to be cautious with me. Captain H. Grattidge asked me to have a drink in his quarters last night and, after introducing me to his guests, said jocularly: "Be careful what you say when this man's around or you'll be in the newspapers."

Purser E. C. Thomas, a lively and alert officer, has pressed facts, figures, and Martinis on me, but no revelations. And the ship's doctor, J. B. Maguire, an old friend, says most days: "Well, Master Don, any sensations?"

As matter of cold record there have been no sensations of any kind on this trip.

Mrs. Ernest Bevin, widow of the former Foreign Secretary, is aboard, but she is not on the passenger list. She spends most of her time in her cabin M70, occasionally appears for a meal at the captain's table, but rarely appears on deck.

She is dressed in deep mourning and is going to stay with friends in New York for a short rest. She says that Queen Mary was her greatest comfort during Mr. Bevin's last illness.

Twice a day, Queen Mary, who is reputed not to like the telephone, called her up with messages of support and sympathy. She sent her frequent notes and was the first to send her condolence.

Apart from Mrs. Bevin, there are no great names aboard ship—no politicians, no film stars, no titles.

American wealth

THERE is actress and ballerina Siren Adjemova, who expects to achieve stardom in Hollywood. There is Mr. Arthur Brest, who was George K. Arthur of the silent films and there are S. N. Behrman, the playwright, and D. A. Justus, editor-in-chief of the "Encyclopaedia Britannica."

Mostly we are carrying business men and their wives, and of the 240 first-class passengers 179 are Americans. It is the Americans who dominate the ship. They have the money.

They crowd the luxury shops on the promenade deck, buying leather goods from Bond Street, gold and silver trinkets and clothes from Regent Street, fine English pipes, and Crown Staffordshire china.

They have not exactly Americanised the Queen Mary, but their influence is considerable. The lifts in this finest of British ships are marked "elevators." Ice is served in Scotch whisky, American style, unless you say firmly "No ice." The roast beef is carved in huge thick slices in the American manner and the ship's cinema has shown nothing but American films so far on the voyage.

I am here to deny, however, that the Queen Mary will ever be called the President something or other. All the officers and crew are confident that the Cunard Line will keep the Blue Riband of the Atlantic despite claims about who the new American liner United States is going to do next year.

My table steward, an even more confident expert than the mariners and engineers, says: "The United States is 51,640 tons, and is built of lighter metal than the Queens. What about vibration? What about winter, when she will meet waves 30ft. or 40ft. high? My guess is we will keep the Blue Riband. The Queen Elizabeth has never been all but yel, and she is faster than this ship."

I like this pride and rivalry on both the British and American sides. Here Anglo-American relations flow along as smoothly as the calm Atlantic.

Doing good job

THE American passengers I have talked to are returning home with good impressions of Britain. Mr. David Sibley, a Boston lawyer who travels to Europe three or four times a year, puts his cigar at me and says: "Forget all this talk about anti-British feeling. It doesn't mean a thing. The British are doing a good job. Their morale is better, and I think they are putting up a wonderful show when you consider all they've gone through."

"France should follow Britain's example and give up Marshall Aid. Britain's now standing on her own feet, and, believe me, that's made a deep impression everywhere."

Colonel C. D. Wiman, who has been representing the United States Chamber of Commerce at an international conference at Lisbon, says: "For one, and there are millions like me, am not worried about Anglo-American relations. I think there's been a great improvement in Europe since last year. What worries me is that Europeans, and this includes the British, are not as aware of the Communist menace and war threat as Americans are."

"Either they don't care or they have too many personal problems. Of course, a United States of Europe is absolutely vital if Europe is to survive. We've got to get away from economic nationalism. America should lower its tariffs and the British need stirring up. The planners should leave finance to the natural laws—let the pound find its own level. Right?"

I have said "Right" and passed on to Mr. Brest, who is the American live-wire incarnate.

Mr. Brest brought a camera to the captain's quarters and exploded flash-bulbs like a professional. "I just said," he said, "the magazine Go to Lord Kemsley. Say, my visit coincided with the Trooping the Colour. I got a good seat in the Foreign Office on the balcony. Said I was a friend of Mr. Truman—heek, I voted for him."

Too much meat

YOU will gather that the conversation has not been on the "highest intellectual level." The reason is we all eat too much at sea.

I think all the British on board feel—almost ashamed at the amount of meat consumed—ashamed of course, after we have eaten it. There are steak, chops, beef, lamb, pork every day on the menu, and three times a day if you want them.

There are every kind of fish, fowl, game; every variety of cheese; and butter and sugar galore, I mourn for the British housewife.

The passengers, of course, have to pay, and plenty. A first-class cabin comes to around £140 a person these days, and at least another £10 goes in tips.

But the prices of the smaller comforts have not gone sky-high as on land. Cigarettes are 3s. for 50, cigars range from 9d. to 3s., large Scotch-and-sodas cost 3s. 6d., gin is 2s. 3d., and beer 1s. a pint.

Our ace cards

THE service is impeccable, and it is a pity some managers of our provincial hotels are not here to see how it is all done. The ship is immaculate.

The Cunard Company must not be too cautious or moderate. The Queen Mary and her sister, the Queen Elizabeth have done more for British prestige in America than all the recent Ambassadors, Ministers, Government delegations, and assorted lecturers from Britain. The Queens are our ace cards.

KNOTNOTH: At sea when it's British it's the best.

(London Express Service)

P. O. L.

ROYAL INTEROCEAN LINES

ARRIVALS

Date	Ship	From
8th July	"TITALENGRA"	Manila, Java Ports & Singapore
10th July	"VAN HEUTE"	Delaware, Java Ports & Singapore
17th July	"WITRA"	Manila, Java Ports & Singapore
24th July	"WITRA"	Manila, Java Ports & Singapore
27th July	"WITRA"	Manila, Java Ports & Singapore
31st July	"WITRA"	Manila, Java Ports & Singapore
3rd Aug.	"WITRA"	Manila, Java Ports & Singapore

SAILINGS

Date	Ship	To
10th July	"TITALENGRA"	Manila, Java Ports & Singapore
17th July	"VAN HEUTE"	Delaware, Java Ports & Singapore
24th July	"WITRA"	Manila, Java Ports & Singapore
27th July	"WITRA"	Manila, Java Ports & Singapore
31st July	"WITRA"	Manila, Java Ports & Singapore
3rd Aug.	"WITRA"	Manila, Java Ports & Singapore

Agents: HOLLAND EAST ASIA LINE

ARRIVALS

Date	Ship	From
10th July	"TITALENGRA"	Manila, Java Ports & Singapore
17th July	"VAN HEUTE"	Delaware, Java Ports & Singapore
24th July	"WITRA"	Manila, Java Ports & Singapore
27th July	"WITRA"	Manila, Java Ports & Singapore
31st July	"WITRA"	Manila, Java Ports & Singapore
3rd Aug.	"WITRA"	Manila, Java Ports & Singapore

SAILINGS

Date	Ship	To
10th July	"TITALENGRA"	Manila, Java Ports & Singapore
17th July	"VAN HEUTE"	Delaware, Java Ports & Singapore
24th July	"WITRA"	Manila, Java Ports & Singapore
27th July	"WITRA"	Manila, Java Ports & Singapore
31st July	"WITRA"	Manila, Java Ports & Singapore
3rd Aug.	"WITRA"	Manila, Java Ports & Singapore

Rearmament Making Fresh Inroads On Lives Of Britons

(By Norman Crump)

The Chancellor's statement on capital investment in 1951 is a further reminder of the inroads which rearment is making upon our lives.

Mr. Gaitskell was probably wise to refrain from giving too detailed a set of figures, for any programme is likely to be modified by the passage of events. Yet it would be helpful if he could elaborate his statement in a White Paper, even although such a document might have to be framed in somewhat tentative terms.

Total "this is a statement" the medium of higher prices which include "new building" and "living costs." Commodity prices, of course, are far from being under our control. Here we are in a position where, in 1950, but the current year's figure will be a further indication of the extent of the inroads upon our lives. The Government's expenditure on rearment is a large part of the total. It is a statement of the fact that the Government is committed to a policy of rearment. The Government's expenditure on rearment is a large part of the total. It is a statement of the fact that the Government is committed to a policy of rearment.

It is difficult to see how the Government could have avoided this. The first of the two general points made in the statement is that the Government is committed to a policy of rearment. The second point is that the Government is committed to a policy of rearment. The third point is that the Government is committed to a policy of rearment. The fourth point is that the Government is committed to a policy of rearment. The fifth point is that the Government is committed to a policy of rearment. The sixth point is that the Government is committed to a policy of rearment. The seventh point is that the Government is committed to a policy of rearment. The eighth point is that the Government is committed to a policy of rearment. The ninth point is that the Government is committed to a policy of rearment. The tenth point is that the Government is committed to a policy of rearment.

UNSOLVED PROBLEM

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The real task is to persuade everyone in this country that whatever happens to prices and wages, we shall all have to live with it. This is not an easy task, for while few people can appreciate the figures expressed in millions, everyone can see that his current income is becoming insufficient to cover what he regards as unavoidable expenditure. Defence expenditure of £1,500 million for 1951-52 means little to most people. Translate it into such terms as £30 per head of population, or 27s. per week per person at work, and it begins to mean rather more.

GLEAM OF HOPE

While part of the £1,500 million is being devoted to the purchase of new aircraft, part of it is being used to improve the existing fleet.

Value Of Aviation Ministry: Promotion Of Civil Transport MANY ECONOMIC PROBLEMS

Appointment of Lord Pakenham to the post of First Lord of the Admiralty is a loss to civil aviation. He learned the business very quickly, and he takes a useful knowledge of aviation with him which will be respected in naval quarters.

His new appointment brought a strong rumour that the Ministry of Civil Aviation was to be "liquidated" in a merger with the Air Ministry and Ministry of Transport.

To readers of this column, which has frequently argued that civil aviation is cluttered with too many Ministries and officials, this rumour, if substantiated, might have been construed as good news, but the reverse is the fact, says the Liverpool Journal of Commerce.

It would be a bad move for civil aviation. It is a young business that must be understood, and it should not be in the same Ministerial harness as the railways and barges.

The Ministry of Civil Aviation is a useful service not interfering with any other industry or sphere of transport. It should be left alone to promote the best we can produce in civil aviation, and in turn not be interfered with by any other Ministry. So much depends on the future of British air transport that it cannot afford to be torn by the fortunes of an amateur for the sake of politics. It can only serve Great Britain by being free and untroubled to guide the world with British air routes and transport. This it could never do under a conflict of "bureaucratic" with an eye to Service air transport command existing in a subsidised posture until required for war, and a Ministry of Transport likely to curtail the growing competition of air transport against obsolete surface transport in which about one-sixth of the country's capital is tied up. The effect of B.E.A. will be felt by the railways in less than two years, with less than £12 million of capital in use.

INFLATION THREAT
The threat of inflation with its inevitable effect on economic life, perhaps as yet fully appreciated in Great Britain, dominated as we are in our daily business, by the extended supplies and Services Transitional Powers Act. It is extremely difficult for people to assess the adverse economic effect now building up on industry in general, except perhaps the one in which they are engaged individually. British civil aviation operated as a nationalised economy and almost to constructionally, is even a remote economic entity from its own employees and that in spite of the all too familiar official exhortations, with wage disputes pending in practically every branch, British civil aviation is now a precarious economy, largely due to bad planning, inflation and rearment. No long arm of coincidence is involved. Taxation on fuel is prohibitive, a heavier burden on British civil aviation economy than on any other competing foreign airline. A direct result of social planning it might be argued.

The failure of officialdom is instantaneous in the extended powers of the Supplies and Services Act, to co-ordinate the two vital national factors of labour and materials. No effective action was taken to counter raw material shortages, especially non-ferrous metals, and the resultant high prices are only another adverse factor which they affect adversely which in turn will vitally affect the civil aviation industry.

This labour factor might be expressed in two examples. An overall shortage of labour in the aircraft industry, a petty strike among a section of B.O.A.C. maintenance personnel means a loss of £36,000 per week, or revenue overnight, with the business so overstrained that the foreign air companies with reciprocal operating rights. Again a petty strike by a section of B.E.A. engineers at Prestwick disrupts summer flying schedules. Dakotas, planned for conversion to a four-engine type, are delayed for a time when an extra six Pioneers on B.E.A. schedules would operate at a substantial profit.

VITAL POINT
A vital point to my mind in relation to the British civil aviation industry today, is that in spite of a large defence and rearment programme, we are faced with a most powerful competition from overseas that we have never before, yet our civil aviation industry is faced with the prospect of being relegated to the back of the queue in favour of military requirements. It can be repeated over and over again that Great Britain's future is in the air, irrespective of the circumstances we are a long way behind in civil aircraft productivity and are now not in the position to watch up.

There are many circumstances which are affecting our civil aviation position, and not the least is the programme of American productivity. Even the

astronomical expenditure on their own defence and financial assistance given to other rearmament programmes, does not absorb more than 15 per cent of the U.S. national productivity. It is generally appreciated that the extent of U.S. business activity will dictate the economy of most of the world for years to come, and few will quarrel with my contention that in America civil aviation is indeed a business activity with a priority invested in national defence and attack, which includes transport aircraft.

SUBSIDY DIFFERENCE
There are powers of control affecting services and supplies in the U.S. as in Britain, but with the subtle difference of "reserve powers." Where there is industrial planning in Great Britain by political power, economic controls are politically opposed in the U.S. on the assumption that they are too late to be effective. To bring the change directly to bear on the subject of planning, it is that just as we are being "planned" out of food, instances in the meat shortages, so we are "planned" out of civil air transport. Instances in contemporary civil aircraft of the Stratocruiser and the D.C.4 class.

The M.R.E. specification, for example, was a B.O.A.C. concept of a civil airliner, supposedly a Constellation contemporary, when the board of management was the outcome of political planning. It apparently took three years for the management to discover that the North Atlantic was more than 1,000 miles across and the M.R.E. was not even a D.C.4 replacement in range, much less a Constellation contemporary in capacity and range. It is strange that the Bristol Aeroplane Company were not more aware of the shortcomings in its design or perhaps it was another example of planning that this unfeeling egg, the M.R.E., was allowed to mature for years and then be scrapped for a new specification to measure up to the progressive improvement of the five-year-old Constellation in scheduled service.

BRISTOL PROJECT
The long-drawn-out preliminaries of the M.R.E. were to a large extent duplicated in the specification of the Bristol 175. Although the new specification was put out to tender and the choice of design studies made in favour of the Bristol project in 1948, the contract appears to have taken until 1950 to sign. That could happen only in a "planned" industry, for surely no firm of makers or operators could afford the cost of these years of trial and error on paper, when, in fact, it was known in 1945 that a Constellation replacement was an essential British civil aviation requirement, or if not a Constellation, at least an aircraft which would fly the North Atlantic in competition with the ageing D.C.4.

Now at long last we have been offered an artist's conception of what the Bristol 175 will look like, and the outline is as orthodox as the Dakota or D.C.4. Passenger capacity will range from 48 to 92 which approximates the same elasticity requirement as the proverbial navy's braces (100 per cent). We also know that the plane will be powered by four Bristol Proteus turbo-propeller engines at a cruising speed of between 330 and 375 m.p.h., which too, seems an elastic prognosis in these days when calculations from the aerodynamic drawing board are considered primitive if not without 2½ per cent of actual performance.

Liverpool.

planning so secretive any longer? Planning both the artist and Mr. Whitney Straight have not unduly exaggerated the qualities of the 175 we appear to have on the stocks a respectable civil airliner. It is not too soon now to ask for full details from Lord Ogmore, the new Minister of Civil Aviation, the Bristol Aeroplane Company or the B.O.A.C. so that the world can be made aware of a pending British civil airliner which will fit the title "contemporary" or even better.

Helicopter development in the United States is on the grand scale both for civil and Service uses. The Sikorsky H-15 is similar in type to the one familiar in Great Britain as the S-51, in use by B.E.A., powered by a Pratt and Whitney engine of 450 h.p., with a top speed of 103 m.p.h. Range is 278 miles, gross weight 5,500 lb., hovering ceiling 5,000ft., and absolute ceiling 14,500ft. It seats four, including the crew and can accommodate two stretchers and one attendant plus rescue hoists.

The Sikorsky H-15 is an attractive medium lightweight, powered by a Franklin 245 h.p. engine, with rotor diameter of 33ft., top speed of 111 m.p.h., hovering ceiling 2,600ft., absolute ceiling 13,000ft., range 304 miles and gross weight 2,700 lb. It also seats four.

The Bell H-15D is popular in civil use, largely because of its modest price and cost. It may well be the most practical light helicopter yet produced, but would, I suspect, under full load and in bad weather tend to be tricky to handle. In service layout it is powered by the Franklin 200 h.p. engine and has a rotor diameter of 35ft. Top speed is 98 m.p.h., range 181 miles, hovering ceiling 3,400ft., absolute ceiling 13,000ft., gross weight 2,202 lb. and it seats three.

SIMILAR CHARACTERISTICS
The larger Bell H-12 has characteristics of the Sikorsky H-15, but arranged to give a different performance, powered by a Pratt and Whitney 600 h.p. engine. Top speed is 120 m.p.h., hovering ceiling 3,350ft., absolute ceiling 11,000ft., gross weight 6,515 lb., and range 300 miles. It seats 8-10 passengers.

The Bell H-12 appears to be an efficient lightweight for Service use, powered by a Continental 250 h.p. engine, with a top speed of over 100 m.p.h. and radius 200 miles; gross weight is 2,700 lb. and it seats two.

Plascock helicopters have been closely watched because, although looking like rescue hoists, they are in the large class of twin rotor helicopters which officialdom favours. The H-12 is powered by a Wright 1,425 h.p. engine with twin rotors. It has a top speed of 130 m.p.h. and range of 410 miles. Service ceiling is 10,113 ft., and gross weight 10,113 lb. Seating 16-22, it has a specially designed "omni-plex" landing gear, which incorporates wheels, gears and skids.

Largest Service helicopter is the Plascock H-10, powered by two Wright engines. It is a long range machine, designed for present Service helicopters, with twin rotors, all-metal fuselage, approximately size and shape of C-54 fuselage with detachable cargo compartment. The crew is three and it can carry 25 troops.

To mention two extremes, the weird looking "flying-platform," Seibel XH-24, appears to have captured official imagination, but for what purpose it is difficult to see. It is powered by a small Lycoming 330 h.p. engine with a rotor diameter of 29ft., and has a top speed of 65 m.p.h., range 170 miles, hovering ceiling 3,500ft. Gross weight is 1,500 lb. and it seats two, although it sounds most uncomfortable.

At the other end of the scale is a Kellies idea with the Howard Hughes influence; it is powered by two General Electric gas turbines of 4,000 lb. thrust each.

DESIGNERS HONOURED
A recent important event to date in the aeronautical social world was the commemorative dinner given in London by Mr. T. O. M. Sopwith and Sir Frank Spragg, chiefs of the Hawker Siddeley group of aviation honours. The event was held at the Grosvenor Hotel, London, and was attended by a large number of aviation enthusiasts.

The dinner was a most successful one, and it was a pleasure to see so many of the old-time aviation figures gathered together. Sir Frank Spragg, who was the guest of honour, gave a most interesting and informative speech, in which he outlined the history of the Hawker Siddeley group and the challenges it faced in the aviation industry.

He also mentioned the importance of research and development in the aviation industry, and the need for continued innovation and improvement. His speech was well received, and it was a pleasure to hear him speak.

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HONGKONG SHARE MARKET

(From Our Correspondent)

Business done on the Stock Exchange this morning was valued at \$360,330. Noon prices and the morning's transactions are shown in the following table:

Bank	1405	1480	75	9	1470
HSBC	1405	1480	75	9	1470
Chartered	1405	1480	75	9	1470
Union	1405	1480	75	9	1470
Overseas	1405	1480	75	9	1470
HSBC	1405	1480	75	9	1470
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